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No. 19,170

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HONGKONG, SATURDAY, OCTOBER 30th, 1930.

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TIME TABLE.

Week Days	Week Days
7.00 a.m. to 8.00 a.m. every 15 minutes	8.00 a.m. to 9.00 a.m. every 15 minutes
9.00 " " " " " " " "	9.30 " " " " " " " "
10.00 " " " " " " " "	10.30 " " " " " " " "
11.00 " " " " " " " "	11.30 " " " " " " " "
12.00 noon " " " " " " " "	12.30 p.m. to 1.00 p.m. every 15 minutes
1.00 p.m. to 2.00 p.m. every 15 minutes	2.00 " " " " " " " "
2.30 " " " " " " " "	3.00 " " " " " " " "
3.30 " " " " " " " "	4.00 " " " " " " " "
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7.00 a.m. to 10.30 a.m. every 15 minutes	10.30 " " " " " " " "
11.30 " " " " " " " "	12.00 noon " " " " " " " "
12.30 p.m. to 1.00 p.m. every 15 minutes	1.00 p.m. to 2.00 p.m. every 15 minutes
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SPECIAL CASES by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cases, not already full, running at the time stated in the Company's time-tables, but not for special cases can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptometer Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after TUESDAY, October 26th, 1930, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

	No. 3 At Local.	No. 7 Local.	No. 11 Local.	No. 17 Local.	No. 23 Local.	No. 29 Local.
S. 2nd						
CANTON (at the Sta) dep.						
RIVER LANDING						
dep.						
arr.						
WATER CROSS						
dep.	7.27	10.19	8.10	11.45	8.00	8.11
arr.	7.53	10.38	8.28	11.51	8.06	8.17
Shenandoah	7.57	10.40	8.33	11.58	8.10	8.21
Peck	7.58	10.42	8.34	12.00	8.11	8.22
Salpina	7.59	10.43	8.35	12.02	8.12	8.23
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1554

MESOPOTAMIA.

SOME CAUSES OF UNREST.

A correspondent writes to the *Times*:—
It is impossible to appreciate the causes of the present outbreak in Mesopotamia without some understanding of the recent history of the area and the mentality of its inhabitants.

The "Mesopotamia" of to-day consists of the three Turkish vilayets of Mosul, Baghdad, and Basra. Of these, Mosul alone was considered an integral part of Turkey; but even there the Kurdish population frequently rose and murdered the Turkish officials, and many of the local chiefs were able to maintain themselves in semi-independence. Baghdad and Basra were admittedly treated as a conquered province belonging to the Empire, as distinct from the State of Turkey.

The population of the whole area may be classified as consisting of:—(1) town-folk; (2) village folk; (3) settled and semi-settled tribesmen; (4) nomadic tribesmen. These four elements have never been simultaneously and continuously under complete control, and the years preceding the occupation were particularly turbulent. In 1913 the machinations of Saïed Talib threw the town, and indeed the vilayet, of Basra into disorder. In 1915-16 the towns of Kerbela, Nejef and Hillah were in open revolt. While the semi-settled tribes found in the war an occasion to throw off the yoke of landlordism and to defy the Government tax collector, the nomadic tribes ever claimed the freedom of the desert as their own. Only in the villages where Turkish gendarmes were all-powerful was a semblance of order maintained.

THE ARAB OUTLOOK.
The disorders of to-day are, therefore, but a repetition of the disorders of yesterday, and may be considered the natural reflex of the mentality of the people. Long subjection to Turkish rule has rendered the Arab extremely suspicious of all authority. He is accustomed to fair words and evil actions. He trusts nobody, but he is his own best enemy. "His brains," as his adage runs, "are in his eyes." Thus throughout the war, so long as the balance hung even, he assisted neither the Turks nor the British, but was always ready to harass and loot the defeated side. He is impatient. The text most frequently on the lips of his clergy is "Patience is of Allah, haste is of Shaitan." Naturally a keen man of business, he had before him the lesson of unscrupulousness which the Turkish régime had taught. The history of the Committee of Union and Progress proved that a modicum of ability backed by a maximum of effrontery could turn the humblest into the most powerful in the State; and the moral was not lost upon the "Young Arab."

To inclination was added opportunity. The wreckage of the battlefields of Mesopotamia and Syria offered to the marauding hordes vast quantities of arms. The Turkish Government, vanquished with the retreating armies, and left for the temporary British Administration to control a people easily inflamed, accustomed to disorder, reckless of life, and armed to a point.

Though the material for a conflagration was always present, yet for many months Mesopotamia under British control presented a spectacle of peace and untroubled prosperity. The change seems sudden; but the immediate causes which led to the outbreak were gradual and cumulative.

REASONS FOR DISSATISFACTION.
In every body politic there is a dissatisfied element and Mesopotamia was no exception. Those who welcomed us were the great majority, but a hostile minority was inevitably there. The outbreak is the result of the perversion of the many by these few. The most important factor has been the delay in the final settlement.

To each and every suggestion that was made about the future of Mesopotamia the stereotyped reply was given, "Nothing can be done until the future political status of the country has been determined, and this awaits the decision of the Peace Conference." The decision of the Peace Conference waited on America, and a whole year was lost. The Western mind is accustomed to the slow working of diplomacy; the Oriental looks for action, and his patience is limited. The first disorder to occur provides an apt illustration of this. In the summer of 1919 it was agreed between the British and French Governments that the north-west boundary of Mesopotamia should be below Deir-ze-Zor; but the full details of our withdrawal were still under discussion when the impatient representatives of the Arab Government at Damascus advanced in force, attacked our officers, and violently seized power. We accepted the new condition, but our acceptance was attributed to weakness, and from that day forward the Upper Euphrates has been disturbed. The incident was paralleled by the announcement by the Syrian Congress of Feisal at King at a time when the definition of his future status was under consideration in Europe.

DOUBTS OF BRITISH CAPACITY.
Incidents such as these emboldened our enemies and bred doubt in the minds of our friends. These latter marked the progress of demoralization and the reduction of our forces. They began to wonder whether we had the strength to effect the administrative reforms on which we had embarked. Justice was being evenly administered, corruption was severely repressed, measures for the more even distribution of the burden of taxation were initiated. To a country accustomed to maladministration such adjustments must place a burden on shoulders which had hitherto escaped.

While those who were relieved felt gratitude, the debtor who was called on to pay his creditor, and the unassessed who found himself assessed, believed they had a grievance. And yet, what alternative was possible? The Turkish system of government was excellent in theory, execrable in practice; but the Turk could always point to his constitutional framework, his criminal codes, his municipal law, and his technical schools, as evidence of his good intentions. We were bound to give the country an administration at least as good as that of the Turks taken at its highest face value.

Any other course was unthinkable. None the less, the new régime must have perplexed many eyes of our friends. Simultaneously ill-advised articles in the home Press went far to persuade them that we were unlikely to stand by them in an emergency. Doubt became suspicion, and suspicion distrust. The snowball of anti-British feelings, once started, quickly gathered volume.

Political meetings were held in the mosques, and the season being that of Ramadan, diatribes of dissatisfaction found a sympathetic hearing with fast-wary congregations. The anti-European arguments that are the stock-in-trade of every Oriental agitator were freshly bandied. "The English are dogs of kufra (unbelievers); they bleed the country to fill their own pockets; they are tyrannical and austere; respect was due to their military prowess, but their troops are departing. Up, in the name of the Faith! Up and loot!" The Shi'ah priesthood lent its support to the agitation, and at last the active hostility of the few succeeded in perverting the many.

AN ARABIST MINORITY.
The motives of these few are less easily explained. Among them is a small body of devout Moslems who object very genuinely to any non-Moslem intrusion in the government of their lands; there is also a section of the community who genuinely prefer the cheery roguery of the Turk to the austere honesty of the British. There is a small, very small, body of genuine nationalists: men who wish to see a progressive Mesopotamia under Arab rule, anxious for British assistance but fearful of British domination. These were led to distrust the genuineness of British protestations, and threw their weight against us. More dangerous than any is the class of disappointed place-hunters. Many of these came from Syria. There, while the war was in progress, British gold was lavished upon Feisal's army; and his officers, ignorant of all but the art of guerrilla warfare, expected easy maintenance by Government in peace. Tried as officers, they were found to lack either capacity or honesty. Disappointed, they filled the coffee shops with their grumbles and their correspondence with intrigue. By their false accusations they inflamed their compatriots in Syria, and in their search for support have lent a ready ear to the Turkish Nationalists and the Bolshevists. No agitation is worked save by gold; and they are the channels through which the sinews of war have been passed.

It is reasonable to believe that the storm focus thus formed, attracted to itself all the elements which, spontaneously or habitually, oppose the policy of Great Britain. A new spot had been found where pressure might be applied. Hence the provision of funds. Into the question of the source of the funds, this is not the place to enter. With events marching thus, the danger of a conflagration was admittedly great; and the first outbreak occurred, as was to be expected, on the Euphrates. Nejef and Kerbela are the cathedral cities of the Shi'ah faith, a doctrine which is essentially theocratic and against all forms of civil government. The hold of the Turk there was always precarious, and even during the war they were forced to undertake operations against them. In the course of which the sacred shrines were bombarded. The area borders the desert, and the free warfare of the nomad tribes is more familiar than the peace of cities. More important still, it was the area in which British troops had never operated. The tribes of the Tigris had seen and believed, but the tribes of the Euphrates had only heard; and they doubted.

In July they rose and rescued an arrested Sheikh; the forces sent against them were driven back; presently there followed a real military disaster to the British—the loss of some 300 prisoners and considerable booty. This was excuse enough for any Arab sinning. The extremists came into their own and the rising spread. It was the inevitable result of the early disaster.

NATIONAL INSURANCE.

WHAT THE DEPARTMENT DID FOR SOLDIERS.

A general review of the work done in the administration of National Health Insurance is contained in Part IV. of the first annual report of the Ministry of Health, from 1917 to March 31st, 1920.

The number of approved societies in England and Wales on December 31st, 1919, was 1,238, with a membership of 19,100,607.

All men who served in the war and on discharge were certified by the Admiralty or Army Council as unfit, if they were not members of approved societies, were entitled after discharge to benefits payable out of the Navy and Army Insurance Fund. The number of discharged men entitled to benefits out of the fund on July 1st, 1918, and 1919, were 35,900 and 69,319 respectively. By March 31st, 1920, the number had increased to 33,060. The membership immediately preceding the outbreak of war was 563.

With the rapid demobilization of the forces many difficulties confronted the Department. The pressure of more immediate and exciting events had in many cases blurred the memory of the incidents of pre-war existence. The majority of the men had had no direct contact with their societies during their service with the forces. Many knew that they had been members of societies before enlistment, but that was the extent of their knowledge. The name of the society was completely forgotten. In approximately 38,000 cases the Department succeeded in putting the man in touch with his society.

During the three years covered by the report upwards of 444,000 insured persons became deposit contributors, while the number of open accounts, which in 1914 was 275,000, reached 418,000 last December.

THE TRAGEDY ON THE RAILWAY IN KOBE.

HOW MR. GREGORY WAS KILLED.

From further particulars of the shocking accident at Shiota, near Kobe, by which Mr. A. Gregory, of Messrs. Jardine, Matheson & Co., lost his life, it appears, says the *Japan Chronicle*, that Mr. A. Gregory and Mr. Elton were not walking along the railway, as first stated, but were crossing the railway at a point where a path leads up to Mr. Elton's house. The Shiota residents had been entertaining the sailors from H.M.S. *Titanic* at Captain Watson's and all accompanied the sailors to the Station to see them off. It was quite dark at the time. A train had just passed on the down line and a train coming along the road with its dazzling head-light blotted out everything else for the moment. The line appeared clear, and it was not observed that another train was approaching on the up line, which it does comparatively noiselessly, owing to steam being shut off because of a slight decline. Mr. Elton uttered a word of caution to Mr. Gregory as a stranger, but the line being apparently clear, for the local trains have a miserable headlight, he crossed the line. Mr. Gregory, being just behind him, no sooner had he crossed than he felt the wind caused by a train, and found that it had missed him by the narrow shave. Not seeing Mr. Gregory he thought his friend had waited, but when the train had passed and Mr. Gregory was not to be seen he feared the worst, and, searching for him lying some yards away, the engine having apparently caught Mr. Gregory by the shoulder and hurled him against a wall. There can be no doubt that the dazzling head-light of the train, on the adjoining road, contributed to the accident by dazzling them when about to cross the line. It is a danger that has often been pointed out as likely at this place.

This is the second foreigner killed within a few weeks at this point on the railway at Shiota, which is known to local residents as a most dangerous place.

Mr. Gregory, who was only thirty-three, was born in England, where his parents still reside, his father being a Colonel in the Royal Engineers, having served on the staff up to the end of the war. The young man was with the firm of Jardine & Matheson when the war broke out in 1914, and immediately proceeded home to offer his services. After the usual training he obtained his commission, and was posted to the Sherwood Foresters, later getting to France and there saw considerable service, and when severely wounded was invalided home. When he had sufficiently recovered he was appointed instructor of machine-gunnery at home.

He applied for permission to return to France, but the Medical Board would not pass him. Later he applied for and obtained leave to proceed to German East Africa, and for seventeen months he served with the forces operating against Von Lettow's column. Mr. Gregory remained on active service until the end of the war, when he was demobilized and repatriated to China. He was for a short time in the Hongkong office of Messrs. Jardine, Matheson & Co., whence he was transferred to the Yokohama office, where he had been about fourteen months, being in charge of the shipping and insurance departments of the office. He was on a brief business trip to Kobe.

Mr. Gregory was highly respected by all who knew him. He had been married about two years, and leaves a young widow and an infant about four months old.

SHANGHAI HARBOUR IMPROVEMENT SCHEME.

WHAT IS PROPOSED.

It will be remembered that about two years ago a report was presented to the International Commission for river works at Shanghai jointly by Capt. Hugo von Heidentam, who is a Swede, and the hydraulic department.

According to the *Svenska Dagbladet*, which has apparently been informed by the Swedish engineer in question, says the *L. & C. Express*, the report expressed the opinion that it was necessary to increase the depth of the water at the port from 20ft. to 30ft. to a depth of from 33ft to 43ft, and certain investigations were recommended in order to provide the requisite technical basis for the preparation of a definite scheme. The choice stands between an improvement of the entrance through the mouth of the Yangtze River on the one hand and of the other the construction of a new deep harbour in connection with Shanghai, farther to the south.

The International Commission approved the proposal in the report concerning further investigation, and voted a sum of £15,000 for the undertaking of a special examination of the technical possibilities of developing the port into a world's port. The investigation is now being carried out by a special department which, after consultation with harbour experts in London and New York on certain questions, is to present a scheme for alternative solutions, while the hydraulic department will also submit a separate scheme. A final decision on the question is to be reached in the autumn of 1921, when a technical commission composed of one representative of China and one each in the case of the five great Powers interested in Chinese shipping will meet at Shanghai for this purpose.

The following is culled from a Home paper: The sale of aeroplanes and equipment at Hardwick Aerodrome, Cambridge, suggests quite a lot. A two-seater Avro ready to fly, was sold for £50, and another A.D. 28, two-seater, which was damaged, went for £45. It certainly looks as if inquiries ought to be made about licences for flying and so on, when an aeroplane can be bought so cheaply.

HONGKONG VOLUNTEER DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY LIEUT.-COL. L. A. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.

Hongkong, Friday, Oct. 30th, 1920.

PARADES.

The Infantry Battalion, less Reserve Platoon and Machine-gunners will parade on Monday, November 1st, at 5.30 p.m.

Dress: Drill order.
Attendance: Strong as possible.
Mounted Infantry Section will parade with the Light Infantry Platoon. From November 1st the following weekly programme of work will be carried out on days as stated:—

Company Parades at Headquarters.
Mondays, 5.30 p.m.:—
Infantry and Musketry Drills. Lewis Gun and Signalling Classes will also be held at the same time.
Machine-gun Detachment Parade at same time. Dress for Infantry and Machine-gunners: Plain clothes.
Cadet Company Band practice. Dress: Drill order.

Tuesdays, 5.30 p.m.:—
Artillery drill.
Cadet Company drill.
Dress: Drill order.
Fridays, 5.30 p.m.:—
Artillery drill.
Machine-gun Detachment drill.
Dress: Drill order.
Dress: Plain clothes.

ORDERS FOR MOUNTED INFANTRY SECTION.

Monday, November 1st:—

Parade with Light Infantry Platoon at Headquarters.
Dress: Drill order. (Shorts will be worn instead of breeches.)

Wednesday, November 3rd, and Friday, November 5th:—

Parade at Riding School, Polo ground, Causeway Bay, at 5.15 p.m. Uniform optional.

ORDERS FOR CADET COMPANY BY LIEUT. A. J. M. WESTMAN.

The Company will parade at Headquarters on Tuesday, November 2nd, at 5.30 p.m.

Dress: Drill order.

The Band will parade at Headquarters on Monday, November 1st, at 5.30 p.m.

Dress: Drill order (with instruments).
CAMP.

The Company will go into Camp on the last week-end in November and the first two week ends in December. All Cadets wishing to attend will give their names to their Section Commanders, before November 5th, 1920.

G. F. E. RAPSON, Bt. Major.

Adjutant, H.V.D.C.

NOTICES.

1.—Members are notified that in future all Orders for issuing week will be published in local Papers on Friday nights and Saturday mornings. Copies will also be sent to all Clubs in the Colony and members are requested to make themselves acquainted with the Orders.

2.—All members of the Infantry Battalion must notify their Platoon Commanders before November 30th of the dates when they are proceeding to Camp. This is needed owing to arrangements having to be made for accommodation, messing, etc. Camp is being held at Lowu on the last week-end in November (27th and 28th) and last week-end (4th, 5th, and 6th, bank holiday), and 2nd week-end (11th and 12th) in December, 1920. Attendance at Camp for three days (3) is required. Saturdays count as half days.

3.—Musketry will commence for the Infantry on Saturday, November 6th, and course will be fired on Saturday afternoons and Sunday mornings until completed, except the three week-ends when Camp is being held.

Artillery Company will fire course on Saturday and Sunday, 4th and 5th December, also Saturday and Sunday, 11th and 12th December.

Dummy Charges for practice in loading may be obtained from Storeman at Headquarters. The Territorial Course to be fired this Training Season is a short one, and it is hoped that as many as possible will endeavour to attend before Camp.

There will be a Practice Shoot on King's Park Range on Saturday and Sunday, 30th and 31st October, at 2.30 p.m.

Ammunition may be obtained from Headquarters.

There will be a meeting of the Corps Shooting Committee at Headquarters on Tuesday, November 2nd, at 6 p.m.

CHINA'S IRON ORE RESOURCES.

A summary of the iron ore resources of China is given in a commercial hand-book of China, just issued by the U.S. Bureau of Foreign and Domestic Commerce. Dr. H. Foster Bain, of the U.S. Bureau of Mines, who spent some time in China investigating its mineral resources, estimates that China has 400,000,000 tons of iron ore available and suitable for modern furnace practice, and an additional 300,000,000 tons that might be treated by native methods. The iron ore deposits are now controlled by Chinese or Japanese interests; the Chinese Government aiming to control those that are not already mortgaged to the Japanese. The Pechibiu furnaces were producing in 1918 about 75,000 tons of pig-iron. The Anshan Iron Works in Manchuria, operated by the South-Manchuria Railway, have an annual output of 150,000 tons. The Han-Yeh-Ping furnaces are probably producing an equal amount, which will be increased when the company's furnaces are in operation at Tsyeh. Thus a fair estimate of China's production of pig-iron (1918) would seem to be about 500,000 tons a year.

NEW ADVERTISEMENTS

NOTICE

WE have this day established ourselves as General Merchants with Offices on 2nd floor of Prince's Building (entrance by Ice House Street).
H. C. CASTRO & CO.
Hongkong, October 30th, 1920. [1704]

ROYAL HONGKONG YACHT CLUB.

NOTICE TO YACHT-OWNERS

YACHT-OWNERS are requested to submit the Names of their Yachts to the undersigned for the purpose of registration and classification not later than OCTOBER 31st.
D. K. BLAIR.
Lower Bowen & Matthews.
Hongkong, October 30th, 1920. [1652]

LADIES' NEWS.

WE are exhibiting from WEDNESDAY, October 27th, an exquisite collection of LATEST STYLE Dresses, Cloaks and other Ladies' fashions, which are incomparable. An early visit will give YOU the opportunity to see everything and get the best choice. As the Exhibition will only last one week, it will be advisable for YOU to give us a call as soon as possible.
KOMOR & KOMOR.
Alexandra Buildings.
[1680]

OLD ALLEYNIAN DINNER.

IT is proposed to hold a DINNER on SATURDAY, the 29th of NOVEMBER, 1920. Will all Old Alleynians wishing to attend send in their Names to the undersigned as soon as possible.
It is hoped that all "Old Alleynians" both in Hongkong and Canton will participate. Time and place will be notified later.
H. L. DENNIS.
Hon. Secretary.
Old ALLEYNIAN SOCIETY.
[1673]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of NOVEMBER, 1920, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND at Sham Shui Po, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, or one further term of 24 years, less 3 days from 1st July, 1884.

PARTICULARS OF THE LOT.

No. of lots.	Locality.	Boundary Measurements.	Area.	Value.
1	Sham Shui Po.	100 cases Whisky	1702	

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
On TUESDAY,
the 7th December, 1920, at 11 A.M. within the Chamber, at Naval Depot, Kowloon,
H.M. TUG "ST. SAMPSON"

Length between perpendiculars... 135 ft. 0 in.
Breadth, extreme... 30 " 0 in.
Depth (under side of 6 in. Bar Keel to Upper Deck)... 16 " 7 1/2 in.
Tonnage according to British Rules, Gross... 451 " 0 tons
Nominal Displacement... 860 " 0 tons
At mean draft of... 13 " 10 in.
Present mean draft... 10 " 9 in.

Where... Hongkong
Built When... September, 1919.
By whom... H.K. W. Pook Dock Co. Ltd.

Materials of Construction...
Wood... Fitting in Cabin, etc.
Iron... Fitting on Deck, etc.
Steel... Hull, Bulkheads, etc.
Decks... Forecastle, Upper and Lower

A single screw steel steamer of L.H.P. 1900 fitted with internal electric lighting at 100 Volts.

Built under Lloyd's survey, 100 A.I. for towing purposes.

To be sold as now lies at H.M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H.M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H.M. Dockyard, Hongkong.

The Vessel is now on view between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained on application to the undersigned.

On presenting inspecting orders to the Pier Master in the Dockyard the persons named thereon will be conveyed to and from the Ship. The Ship may not be heeded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
[1606]

PUBLISHED TO-DAY
HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

NOTICE

WILL the representative of the A.M.A. COMMERCIAL DEVELOPMENT COMPANY please send us their address as we have Important Business with them.
THE AULT & WIBORG CO.
[1693]

NOTICE

TAKE NOTICE that the POWER OF ATTORNEY dated the 18th October, 1920, and any other Power or Powers of Attorney given by Li Ling Sui alias Lins Fook Hi to Li Ling Sui were revoked on the 22nd October, 1920.
GEO. E. HALL, BRUTTON & CO.,
Solicitors for
Li Ling Sui alias Lins Fook Hi.
[1694]

NOTICE

THE BRITISH COMMONWEALTH INSURANCE CO., LTD.
[Incorporated in England].

HAVING been appointed FIRE AGENTS in Hongkong, Canton, Macao and Swatow by the above-named Company we are prepared to issue Policies at current rates.
PRINCE'S BUILDING.
Hongkong, October 23rd, 1920. [1671]

NOTICE

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scrip for SHARES in the undermentioned Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.
The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.
Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen:
Script No. Number Holder's Name
7017 50 29301/29350 O. P. Chatter
7530 50 30704/31133 M. S. Sassoon
5338 100 42389/42968 Li Chok Yuen
5910 29 12517/5, 18258/59 S. Fenwick
5911 29 59089/117 H. H. Fenwick
7754 9 94757/765 S. Fenwick
6411 5 71841/845 R. Mitchell
6805 15 44670/684 Mrs. E. O. Champenowne
7769 4 66739/66742 E. F. H. Hodge & A. F. Harris

7755 9 64766/774 H. H. Fenwick
H.K. & WHAMPOA CO. 100 SHARES.
Script No. 7425 Lo Koon Hang, 9003/27, 5601/25, 37583/7, 32367/81, 26995/27019, 40713/717.

(Signed) FRED ELLIS,
c/o FRED ELLIS & Co.,
Hongkong, September 25th, 1920. [1698]

O.B.S. CO. LTD. AND C.M.S.N. CO. LTD.
"LABETTES" FROM UNITED KINGDOM.

BEING GIVEN that a delivery order on Holt's Wharf in name of Messrs. GARDNER & Co., Ltd., for 100 cases Whisky

and 75 Hgds. Ale.

100 cases Whisky

and 75 Hgds. Ale.

100 cases Whisky

and 75 Hgds. Ale.

100 cases Whisky

and 75 Hgds. Ale.

100 cases Whisky

and 75 Hgds. Ale.

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and 75 Hgds. Ale.

100 cases Whisky

and 75 Hgds. Ale.

100 cases Whisky

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS. If they do not exceed 25 words in number and are PREPAID.
An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.
Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P. Q. AD. AP. AW. BF.

WANTED.—Position by a YOUNG MAN with good knowledge of English holds matriculation certificate, and has had business training. Apply to Box BI, Daily Press Office. 76.

WANTED.—To rent HOUSE with about eight or ten Rooms—Furnished, partly furnished, or unfurnished. In Kowloon or Hongkong will be suitable. Reply to P. O. Box 453. 77.

TO LET.
WITH immediate possession. Excellent FURNISHED FLAT Three Rooms, Queen's Road Central.
Apply
PERCY SMITH BETH & FLEMING,
5, Queen's Road Central. [1681]

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January, 1919, for Straits \$1,738.81 (Straits Dollars One Thousand Seven Hundred and Thirty-eight, and cents Eighty-one), invested in War Loans Investment Trust of Malaysia issued in the name of Mr. TUNG SHAN has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretary and Treasurer,
C. MONTAGUE EDE.
General Manager.
Hongkong, October 13th, 1920. [1622]

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of the HONGKONG BOXING ASSOCIATION will be held at the King Edward Hotel, on THURSDAY, the 4th day of NOVEMBER, 1920, at 5.30 P.M., for the following purposes:—

1. To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of September, 1920.
2. To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1920-1921.
3. To appoint an auditor.

By Order of the General Committee,
GEORGE G. N. TINSON,
Hon. Secretary and Treasurer.
Hongkong, October 23rd, 1920. [1690]

NEW 6% FRENCH GOVERNMENT LOAN.

IN BONDS of Frs. 100 each issued at par. Interest payable twice yearly, on June 15th and December 15th.

First coupon due on June 15th, 1921. Applications will be received from October 20th, up to November 25th by the—
RUSSO-ASIATIC BANK,
R. RODGERS,
Manager.
Hongkong, October 15th, 1920. [1636]

NEW FRENCH GOVERNMENT LOAN 6%.

Not Redeemable
PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 16th June and 16th December; first semi-annual interest to be paid on 16th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 30th October, up to the 25th November next.

BANQUE DE L'INDO-CHINE,
L. BERLINDOAGUE,
Manager.
Hongkong, October 14th, 1920. [1629]

BANQUE INDUSTRIELLE DE CHINE
(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fr. 105,000,000.00

The organization of the Bank enables it to open CURRENT ACCOUNTS and to accept (1) DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars:—
HONGKONG BRANCH,
Queen's Building, 5, Chater Rd [1463]

INTIMATION

Its high standard of quality has made, and maintains, its great reputation.

WATSON'S
E
WHISKY

is the same to-day as 40 years ago—mellow with good old age—fine bouquet and flavour.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.

TELEPHONE 618.

BIRTHS.

BRENNAN-CHADDOCK.—At Shanghai, on October 24th, to Mr. and Mrs. A. C. BRENNAN-CHADDOCK, a son.

LOWE.—At Shanghai, on October 23rd, to Mr. and Mrs. WILLIAM H. LOWE, a daughter.

HONGKONG OFFICE: 10A, DES VOUX RD. O. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG OCTOBER 30TH, 1920

THOUGHTS ON THE BUDGET.

The public, having read, marked, learned and inwardly digested the Budget Statement, will look forward with interest to the debate on the second reading which, owing to the absence from the Colony of the Hon. Mr. HOLYOAK and the Hon. Mr. JOHN JONESTON, has been deferred till November 18th. Incidentally it may be noted that the Hon. Mr. POLLOCK, K.C., having returned to the Colony, Mr. A. B. LOWE, who filled the vacancy, ceases to be a member of the Council. The meetings of the Council during the summer have been few and far between, but we understand members have done quite a lot of useful work in the privacy of the Committee room. How far they are in agreement with the Budget proposals the public debate on the 18th of November must be left to reveal. There is certainly to be some "kicking" in the Colony over an increase in the Stamp duties calculated to make them yield another million dollars, and it is probable that the Chinese who are dependent on the rider main system for their water will raise objections to the proposal to impose such a charge for excess as is likely to add another quarter of a million to the revenue. But it is necessary to know the details of these measures before public opinion on them shapes itself. It is the well-recognized privilege of the taxpayer to grumble and protest, and we dare say these indelible rights will be duly exercised before the appropriation for the year 1921 is sanctioned by the local legislature. We have already heard much surprise expressed that a vote of a million dollars "on account" in aid of the University should have been passed by the Council on Thursday with so little comment or criticism. This is doubtless one of those

subjects which have been well discussed by members in Committee, but the Hon. Mr. POLLOCK, having just returned from leave, was evidently not quite as *well* with the Government's intentions. He did not apparently realize that it was intended to pay over to the University not merely the income from an investment of a million dollars, but the entire capital sum. What the Government are doing for the University will be found clearly expressed, however, in the Budget Statement presented by His EXCELLENCY. The Government are not only proposing to increase the annual grant to the University from \$21,000 to \$200,000, but also to discharge debts to the extent of \$800,000 and also to add a million dollars to the endowment fund. Moreover, it may be noted that the Government has undertaken to make a building grant of \$100,000 to Holy Trinity College, Canton, which it is hoped will prove a useful feeder to the University. Half that amount was voted by the Council on Thursday. Where can, or rather where will, the line be drawn? School managers everywhere in China, South China especially, might put forward a claim to an appropriation from Hongkong's public purse on the same plea. A still more important question is: Why should the whole burden of all this support for the University be borne by the taxpayers of Hongkong? Has any effort been made to interest the Chancellor of the Imperial Exchequer in the matter? The salvation and the future prosperity of a British University at one of the entrance gates to China is really more of an imperial than a purely Colonial interest. We imagine the debate on the Budget will not be without some criticism on these lines. So far as concerns the programme of public works outlined in the Budget Statement, it will be welcomed, we think, by all who possess any civic pride in the development of the Colony. There are doubtless details which invite criticism. The Kowloon Residents Association, for instance, while they will feel proud of the tribute paid to its activities by His EXCELLENCY in the closing paragraph of his statement, will probably be disposed to quarrel over the proposal to allocate but \$50,000 for a hospital at Kowloon while \$100,000 is asked for a three-roomed bungalow in the grounds of Government House. In His EXCELLENCY's references to schemes of development which are not touched on or are barely touched on in the estimates, some very gratifying information is imparted. A motor bus service at Kowloon is obviously necessary, if the outlying districts are to be opened up, and the encouragement which the Government is prepared to give to private enterprise in this connection should lead to the speedy establishment of a suitable service. The Housing Problem should be substantially relieved by the Government's building loan policy of which His EXCELLENCY supplied some interesting particulars, and it is welcome news that the Government also has under consideration schemes for the extension of "the enterprising Colony at Ho Mun Tin," and for the development, possibly on Garden City lines, of a large area at Kowloon Tong; and that progress is being made with the necessary preliminary town planning schemes as fast as possible. With the improved means of communication which a motor bus service will provide, and the keen interest which is known to exist in the development of that district, it should be possible to count on rapid progress. More especially should this be the case with a Governor at the head of affairs who considers it to be "of the utmost importance that the Government should do all in its power not merely to keep pace with but to anticipate the growth and expansion of this progressive Colony." We can welcome the Budget as very pleasing evidence of this.

The first tea dance given at the Helena May Institute on Thursday evening proved highly successful. The attendance was large and the arrangements made were excellent. Members of the Institute and their friends will look forward with pleasurable interest to future events of the kind. Boxes for the notification of changes of address at the Peak, have been affixed to the address boards at Barker Road and the top tram station. The police invite the assistance of Peak residents in keeping the boards correct and up-to-date. The boxes will be examined periodically, and changes notified will be posted on the board. Hongkong golfers will be interested to learn that the championship of the Hong-jao Golf Club at Shanghai has been won by Mr. K. M. Cumming (formerly hon. Secretary of the Hongkong Golf Club) with a score of 158, made up of a 78 and 80. He had little to spare, for Dr. Marshall put in a 159, and might, with a little luck, have tied the winner. All rowing men who have lived in Shanghai will hear with unfeigned regret the news of the death of "George," the ancient of the Rowing Club. This and event occurred last week, and it may occasion surprise that the deceased was only 65. He latterly looked at least a centenarian—a real antique piece of China, says an obituary notice in the N.C. Daily News. While the ship was at Yokohama a party of 120 officers and men of the British cruiser *Colombo*, visited Yokosuka Station in response to an invitation from the Commander of the Station. The party inspected the arsenal and other places of interest, and were entertained with fencing, jujutsu, wrestling, and other feats. The party returned to Yokohama late in the afternoon. Either a practical joker or someone with an uncontrollable passion for collecting antiquities is responsible for the theft of one of the brass cannon which decorated the approach to the Elk's Club, Manila. The cannon, of ancient Spanish construction, covered with heavy, raised designs, is valued highly, both for its ornamental and intrinsic value. It is also cherished for pleasant associations, for many an Elk has cursed heartily as he stumbled over it, or has reclined against it, while trying to determine if the number of his car was 32 or 2233, says the Manila Times. A writer in Lloyd's Weekly (Shanghai) says: "Some months ago we read of the glories of the mammoth hotel which was to be constructed near the Race-course. It has not materialised yet. We must be patient until reports come as to the expedition of enquiry made to the United States. Rumour insists that we are not likely to see that two million dollars fabric for many a day. I did not expect to see it spring up in a night like the proverbial gourd. We shall see what lies in the womb of the future. What I am able to hint at is that there is a strong company here arranging for acquiring or constructing a modern hotel. It is an independent organisation—that is, independent of the Shanghai Hotels Co.; and it is quite possible that within a month we shall hear whether a structure with 800 rooms or one with double that accommodation is 'going up.' Who says after this that there is no enterprise in Shanghai? There is an abundance of it, only it wants focusing."

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GOLF EMOTION.

SCIENTISTS ON POOR SHOTS.

Who golfers on the first tee and on other critical occasions often made poor shots was scientifically considered as one of the meetings of the British Association.

The question arose in connection with Professor Waller's experiments with his electrical device for measuring human emotions. Professor Waller discovered, for instance, that emotions can be recorded through his instrument only by application to the most sensitive parts of the human body, the palms of the hands and the soles of the feet.

Mr. Walter Dixon, a scientist from Glasgow, suggested: "Might not the professor's theory explain the cause of bad golf shots, especially in moments of crisis in the game?"

Also, does it not explain why cold-blooded, unemotional Scotsmen are least likely to err in their shots when most depends on them? For instance, the drive depends on three factors—personal emotion, the palm of the hands, and the steadiness of the feet. The last two are said to be the most sensitive to emotions passed through the brain to the body.

Also the lecturer had said that the fear of an unpleasant event showed on his instrument greater emotional activity than the happening of the event itself. In his opinion the thought of missing a shot passed through the brain to the highly susceptible palms of the hands and the soles of the feet spoiling many shots.

Professor Waller agreed in part with this theory, but said that although he was no golfer he understood that keeping the eye on the ball was also a factor.

Asked about the possibility of recording a golfer's emotions when about to make his shot, Professor Waller said that there was no necessity for him to test everyone's emotions. He might be asked, to test the emotions of a man on receiving a tailor's bill, and while it would set the instrument a flutter, no doubt it would not serve any further purpose.

PLAYERS AGAINST THE SCIENTISTS.

Golfers went on with new hope and determination after they had read of the discussion at the British Association on Professor Waller's discovery, by his electrical device for measuring human emotions, that the most sensitive parts of the human body are the palms of the hands and the soles of the feet. It was suggested that Professor Waller's theory might account for bad golf shots, because the fear of missing would be communicated first to these most important factors—the hands and the feet. No the golfers sallied forth resolved to master such super-sensitive members. Their hands gripped the club like grim death; their feet were planted on the ground as firmly as rocks. No communication from the brain should upset these delicately adjusted agents. Alas, the results were disastrous. For the earnest golfers found their muscles tightened to a degree at which they could not hit the ball at all well.

"I like to feel a bit 'shaky' when I'm going out to play in a big match," James Braid said on one occasion. "It's the finest incentive in the world to concentration."

When George Duncan, the present open champion, failed even to qualify to compete in the championship in 1913, he explained it with the remark, "I felt too well. My nerves weren't sufficiently alive. I was just too confident."

SLEEP TO STILL NERVES.

This year, at Deal, Duncan was all anxiety. He lay down and tried to quell his nerves with sleep between the rounds. And he won.

J. H. Taylor has told me: "There is something mentally wrong with the golfer who does not feel apprehensive all through a big encounter. He is not going to do well. His hands and feet must be all nerves—under control."

Harry Vardon is about as highly strung and sensitive an individual as ever lived. His hands shook when he took his mallet to play a bunkered ball which he could not see in the championship of 1914 at Prestwick.

The enigma is Cyril Tolley, the present amateur champion. He appears to have no nerves. But he is an exception. Highly sensitive hands and feet are among the dispensations of most great golfers.

SEVEN AT A BIRTH.

Seven at a birth are reported from Dar-es-Salaam, writing the South African correspondent of the Times of India. They are not a litter of kittens. The progeny are—or, rather, were—human offspring, a septette born in one of our recently-acquired mandate Dominions now called Tanganyika Territory. The new-called newspaper, the Times of Dar-es-Salaam, records the incident as having taken place early in July, and in the following terms: "On Wednesday last Mrs. D'Mello, the wife of the Market Master, gave birth (prematurely) to seven children, six male and one female, all of whom are dead. Two of them, we understand, were in a very retarded form of development. The mother is progressing favourably."

Similar cases, the paper believes, have been put on medical records from time to time, but they are extremely rare. Cases of four children at one birth average out at one in about 350,000; but seven at a birth must be one case in many millions. It is expected that details of this extraordinary event will be sent to the British Medical Association. Mrs. D'Mello gave birth to a normal healthy child about eight months ago.

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HONGKONG LEGISLATIVE COUNCIL.

The following portion of the report of the proceedings of the Finance Committee of the Legislative Council was crowded out of our yesterday's issue:—

FOR TRAINING MOTOR-CAR DRIVERS.

The Governor recommended the Council to vote a sum of \$3,300 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Expenses in connection with Training Motor-Car Drivers.

The CHAIRMAN: As a result of correspondence between the Automobile Association and Government on this point we hope to train drivers on wages corresponding with those paid in other parts on the coast.

Approved.

SECRET SERVICE VOTE.

The Governor recommended the Council to vote a sum of \$500 in aid of the vote Public Works, Extraordinary, Other Charges, Secret Service.

The CHAIRMAN: The vote is not quite sufficient. There have been small awards for information making this addition necessary.

Approved.

FOR TRAINING NULARS.

The Governor recommended the Council to vote a sum of \$18,750 in aid of the vote Public Works, Extraordinary, Hongkong Drainage, (18) Training Nulars: (c) General Works.

The CHAIRMAN: This is in connection with new development, especially at Shaukiwan, where a large scheme is in progress for housing.

Approved.

RAILWAY STORES.

The Governor recommended the Council to vote a sum of \$880 in aid of the vote Kowloon-Canton Railway, Traffic Expenses, Other Charges, Stores.

Approved.

A C.S.O. VOTE.

The Governor recommended the Council to vote a sum of \$740 in aid of the following votes:—

Colonial Secretary's Department, Other Charges:—	
Electric fan and light	\$120.00
Incidental expenses	120.00
Medical attendance on, and medicines for, unpassed cadets at Canton	500.00
Total	\$740.00

Approved.

CLOTHING FOR RAILWAY MEN.

The Governor recommended the Council to vote a sum of \$900 in aid of the vote Kowloon-Canton Railway, Traffic Expenses, Other Charges, Clothing.

The CHAIRMAN: Last year's bill for the winter clothing was not presented till January.

Approved.

PRISON VOTES.

The Governor recommended the Council to vote a sum of \$11,500 in aid of the following votes:—

Prison Department, Other Charges:—	
Clothing and shoes for Staff	\$2,300.00
Fuel	5,000.00
Light	3,200.00
Materials for remunerative Industries	1,000.00
Total	\$11,500.00

The CHAIRMAN:—The fuel is for a new launch which has been provided. The vote for clothing and shoes is due to higher prices. The light is due to improved lighting in the gaol and at Lai-chikok.

Approved.

A WATERWORKS' VOTE.

The Governor recommended the Council to vote a sum of \$1,000 in aid of the vote Public Works, Extraordinary, Waterworks, (44) Miscellaneous Waterworks.

Approved.

THE RAILWAY CLOCK.

The Governor recommended the Council to vote a sum of \$5,500 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Turret clock.

The CHAIRMAN:—You will be glad to hear that this clock, which has been on order since the beginning of the war, is expected to arrive in a few days.

Approved.

FURNITURE FOR OFFICERS' QUARTERS.

The Governor recommended the Council to vote a sum of \$10,500 in aid of the vote Public Works, Extraordinary, Hongkong, Miscellaneous, Furniture for Officers' Quarters.

The CHAIRMAN: This has been explained by His Excellency.

Approved.

The Governor recommended the Council to vote a sum of \$3,500 in aid of the following votes:—

A.—Police, Other Charges:—	
Small stores	\$ 500.00
Transport	3,000.00
Total	\$3,500.00

Approved.

WOODEN HATS.

There is nothing new about the wooden bonnet, a Luton manufacturer told the Daily Chronicle representative recently. "Chip," as it is known in the trade, has been an unsuccessful rival of "rustic," from which the true bonnet is made, for more than thirty years.

"These wooden hats are more liable to breakage," he said. "In strong sunlight they go a dirty heliotrope colour, while they never seem to have a polish after removal from the shop window."

"We are always on the look-out for novelties. We have made all sorts of experiments with 'chip' as with 'rustic' and the last you get to-day is the result of years of patient plotting and experiment. I have no doubt it will be beaten in the end, but certainly not by 'chip'."

A Waste of Good Food.

In many countries during the Great War, it was made a criminal offence to waste food wilfully. War or no war, no right-minded individual ever does wilfully waste good food, but a great many of us do waste it, in spite of ourselves.

Any of the food we eat, which is not thoroughly digested and assimilated, is wasted, and this waste occurs whenever our principal organs of digestion—the stomach, liver and bowels—lose their tone and with it the power to do their work efficiently.

The immediate consequences often include pains after eating, flatulence, acidity, headache, biliousness, constipation and other disagreeable signs that our digestive system is out of order. Later, just because we are not obtaining full value from the food we have eaten, we begin to lose our strength and energy.

All that is necessary to banish these troubles and prevent their return, is to restore the digestive organs to thorough, natural, working order, and for this purpose no medicine is so sure of so well recommended as the world-famed and reliable digestive tonic, Mother Seigel's Syrup. For over fifty years this medicine has been the tried and true friend of all who suffer from stomach and liver troubles. This popular remedy is prepared from the medicinal extracts of more than ten different roots, herbs and barks, which in combination have a remarkably beneficial effect upon the digestive organs.

Mother Seigel's Syrup tones and strengthens the stomach, stimulates the liver, and restores the bowels to healthy activity, thereby ensuring, in a natural way, complete digestion and assimilation of food. Appetite improves, food is again eaten and enjoyed, and you wake up in the morning feeling fresh, and ready for your work.

In every part of the British Empire, Mother Seigel's Syrup is regularly taken and recommended by those who know its sterling worth, and have experienced for themselves what benefits are derived from its use. Thousands of such people take a dose of the Syrup regularly, after each of the principal meals of the day, and they say they owe to this simple precaution their freedom from indigestion, their energy and good health.

There are certain imitations of Mother Seigel's Syrup upon the market, but no imitation possesses the remedial value which has made the Syrup for fifty years the most popular remedy for indigestion in the world.

[26]

AWFUL TORTURE OF PIMPLES

On Arms, Chest and Limbs.
Lost Sleep. Cuticura Heals.

"I noticed small red pimples on my arms and chest. They were irritating and I commenced scratching, and they gradually increased to my wrists. Small pimples also appeared on my limbs, the torture being awful and they caused loss of sleep."
"Seeing Cuticura Soap and Ointment advertised I used a few samples. I bought more, and now I am healed after three months of torturing skin and scalp trouble." (Signed) Mrs. E. Taylor, 29 Beaumont Place, Eagle Street, Norwich, England.
Cuticura is ideal for every-day toilet uses. Soap to cleanse and purify, Ointment to soothe and heal.
Soap is Cuticura in oil and is sold in 1 lb. boxes for 2s. 6d. and 5 lb. boxes for 12s. 6d. Ointment is Cuticura in cream and is sold in 1 lb. boxes for 2s. 6d. and 5 lb. boxes for 12s. 6d. Cuticura Soap shaves without pain.

[24]

Callus? Peel "It Off Quickly!"

Nothing On Earth Like "Gels-It" For Corns and Calluses.

A spot of thickened skin on the bottom of your foot which so often makes walking an agony, is as easily removed by wonderful "Gels-It" as



Callus Comes Off Like Banana Skin! any hard or soft corn anywhere on your toes. Look at this picture—A few drops of "Gels-It" did the work. The callus comes loose from the true flesh. No irritation whatever. You peel the callus right off just like a banana skin—peacefully, painlessly. "Gels-It" does the same thing to any corn, without the use of sticky plasters, irritating salves, caustic ointments or a troublesome knife. There is no trouble—no knife, no scissors to use. "Gels-It" is used ten millions, because it is common sense, and it never fails. Try it, prove it!
"Gels-It" is the guaranteed money-back corn-remover, the only sure way, costs but a trifling all chemists and druggists. "Gels-It" by Lawrence & Co., Chicago, U. S. A.

Obtainable from all Chemists and Druggists, or from Messrs. (ASIA) Ltd., Prince's Ridge, Hongkong.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

For all skin diseases, such as Eczema, Psoriasis, etc., and for all other ailments of the skin, THERAPION is the only remedy. It is a French preparation, and is sold in all countries. It is the only remedy that is guaranteed to cure all skin diseases.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI via SWATOW & NINGPO	"WINGSANG"	Sun.	31st Oct., D'light.
SINGAPORE & PENANG	"FOOSHING"	Sun.	31st Oct., 3 p.m.
HAIPHONG via HOIHOW	"TA KRANG"	Wed.	3rd Nov., 8 a.m.
SHANGHAI	"KOWONG"	Thurs.	4th Nov., D'light.
KOBE	"HOSANG"	Thurs.	4th Nov., D'light.
SHANGHAI	"NAMSANG"	Thurs.	4th Nov., 3 p.m.
SWATOW & CALOUTTA	"LAISANG"	Fri.	5th Nov., 3 p.m.
MANILA	"YUENSANG"	Fri.	5th Nov., 1 p.m.

CALOUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via S'rait and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SEANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BOHNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Keadah, Jesselton, Labuan, Tawau and Lahad Dato.

A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

CALOUTTA LINE.

s.s. "FOOSHING" will be despatched on or about Oct. 31st, for SINGAPORE and PENANG.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM, MADRAS, and DUTCH EAST INDIES.

s.s. "LAISANG" will be despatched on or about Nov. 5th, for SINGAPORE, PENANG and CALOUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

Telephone No. 116.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS CHINA & JAPAN SERVICE.

OUTWAIRDS.

Vessel	Due Hongkong
"GLENHOG"	15th Nov.
"GLENHANE"	23rd Nov.

HOMEWAIRDS.

Vessel	Leaves Hongkong	Discharge
"GLENHOG"	about 3rd Nov.	GEOX, LONDON & ROTTERDAM
"GLENHANE"	24th Nov.	GEOX, LONDON & ROTTERDAM
"GLENHOG"	11th Dec.	GEOX, LONDON & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 21 cables ex. 22.

Cable Address
Kawakisa, Kobe.
Santley's, A.B.C. 5th B1
and Booth's Codes.

Telephone: Hongkong
244, 245

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUURA

Managing Director: Mr. MATSUDA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are completed in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,700 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter, Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kobe.

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SHIPPING NEWS

ARRIVALS

October 29th.

Eastern, British str., 3,586 tons, Capt. Gordon, from Moji, with a general cargo.—M. M. & Co.
 Shun Shing, Chinese str., 297 tons, Capt. de Souza, from Kwang Chow Wan, with a general cargo.—Po On S.S. Co.
 Skyld, Norwegian str., 649 tons, Capt. Gabrielson, from Hongkong, with a cargo of salt.—Thompson & Co.
 West Lin, American str., 3,634 tons, Capt. Crow, from San Francisco, with a general cargo.—Roberts Dollar & Co.

October 29th.

Haiman, British str., 841 tons, Capt. C. E. Page, from Haiphong, with a general cargo.—Po Shun S.S. Co.
 Hsin Shun, French str., 1,400 tons, Capt. Derulder, from Shanghai, with a general cargo.—A. Mackenzie.
 Kama Maru, Japanese str., 7,950 tons, Capt. Nakamura, from Singapore, with a general cargo.—N.Y.K.
 Kusada Maru, Japanese str., 3,793 tons, Capt. Watanabe, from Moji, with a general cargo.—O.S.K.
 Sanyo Maru, Japanese str., 4,770 tons, Capt. Ohno, from Valparaiso and Moji, with a general cargo.—T.K.K.
 Shantung, British str., 1,563 tons, Capt. Monkman, from Shanghai, with a general cargo.—B. & S.
 Tak Sang, British str., 977 tons, Captain Ritchie, from Hoikow, with a general cargo.—J. M. & Co.
 Tran, British str., 1,356 tons, Capt. McDonald, from Canton, with a general cargo.—B. & S.

CLEARANCES

October 29th.

Changtu, for Singapore, via Swatow.
 Chuen On, for Kwong Chow Wan.
 Fooning, for Chinkiang.
 Hsin Ping An, for Canton.
 Hydrang, for Swatow.
 Jinsho Maru, for Bombay, via Singapore.
 Kueichow, for Tientsin, via Weihaiwei.
 Pakhui, for Canton.
 Tanyo Maru, for San Francisco.
 October 29th.
 Dainichi Maru, for Muke.
 Eastern, for Melbourne.
 Hailong, for Foochow.
 Kam Ying Kai, for Hoikow.
 Loong Sang, for Manila.
 Sado Maru, for London.
 Shantung, for Canton.
 Shun Shing, for Kwong Chow Wan.
 Skyld, for Mincio.
 Soshu Maru, for Takao.
 Tanyo Maru, for Swatow.
 Yuet Wah, for Singapore.

PASSENGERS

ARRIVALS

Per s.s. Shantung, on October 29th—
 Mr. and Mrs. Mackenzie, Mr. E. F. Johnson, Mrs. and Mrs. Miss Tolan, Mr. W. E. Kirby, and Dr. D. J. Valentine.

DEPARTURES

Per s.s. Tanyo Maru, on October 29th—
 Mr. F. C. Allen, Mr. and Mrs. J. G. Anderson, Mr. H. Aoyama, Mr. C. J. Anderson, Mr. F. Alvarez, Mrs. M. A. Bergholm, Mr. Leo A. Bergholm, Mrs. Bergholm, Mr. and Mrs. J. M. Van Bormer, Mr. and Mrs. P. V. Botelho, Mr. A. Berwin, Mr. A. G. Crossman, Mr. J. R. Darling, Mr. and Mrs. D. Dias, Mr. C. V. A. Detchateau, Mr. and Mrs. E. Elmgist, Mr. C. F. Erickson, Mr. P. Firon, Mr. K. B. Crane, Mr. P. W. Vivarmino, Mr. J. G. Gonnellson, Mr. E. H. Hellenboom, Mr. F. H. Hellenboom, Miss C. M. Hendry, Mr. Alvin Hirsh, Mr. E. Heelstone, Mr. C. J. Hemsworth, Mr. and Mrs. C. Hewitt, Mr. J. B. Hall, Capt. N. L. Johnson, Mr. E. G. Jamieson, Mr. J. Johnson, Mr. and Mrs. J. O. Johnson, Mr. J. H. Kennedy, Mr. E. B. Kreulen, Mr. W. E. Lipson, Mrs. S. B. Levy, Mr. S. A. Lopez, Mr. and Mrs. C. G. Lotman, Mr. A. J. Lutz, Mr. Lutz, Mr. A. L. Lukuente, Miss E. Moore, Col. S. A. Moffat, Mr. J. F. Macpherson, Mr. R. J. McNicol, Mrs. M. S. McGin, Miss A. M. McGin, Mr. W. A. McVean, Madame G. F. Maria, Mr. and Mrs. E. S. Mapan, Mr. and Mrs. C. E. Olmstead, Mr. C. Olsen, Mr. B. Orvik, Mr. E. J. Prieder, Mr. A. Posen, Mr. L. Peterson, Mr. G. Peterson, Mr. J. F. van Rens, Mr. N. G. Rogers, Miss C. Rogers, Mr. C. Rosello, Mr. C. A. da Rosa, Mr. and Mrs. G. Robinson, Mr. Ruet, Mr. O. Sandlund, Mr. J. F. da Silva, Mr. E. H. Stahl, Mr. E. W. Smith, Mr. F. H. Theurer, Mr. G. E. S. Teade, Mr. D. Stewart, Mr. M. H. Vester, Mrs. R. G. Wood, Mr. A. Wicklund, Mr. P. Wicklund, Mr. W. Walker, Mr. and Mrs. S. Wallace, Mr. K. Yokose, Mr. and Mrs. H. A. Yost, Mr. S. Agacoli, Mr. T. Akasaka, Mr. M. W. Akasaka, Mr. E. H. Botelho, Mrs. C. Baber, Mr. and Mrs. F. Benedict, Mrs. M. R. Cuisson, Mrs. F. Caricena, Mr. and Mrs. H. Dlugi, Mr. V. Escalante, Mr. T. D. Franco, Mr. P. Farol, Mr. and Mrs. C. Legapi, Mrs. L. Larcine, Miss M. Larcine, and Mrs. U. Larcine.

VESSELS EXPECTED

Africa, due November 3rd.
 Atsuta Maru (European line), due Nov. 28th.
 Atsuta (Blue Funnel line) due to-morrow.
 Empress of Japan, due Hongkong, November 4th, 7 a.m.
 Iyo Maru (European line), due November 14th.
 Kanama, from Australia, due November 29th.
 Oriette (Blue Funnel line), due November 17th.
 Pyrrhus (Blue Funnel line), due November 17th.
 Somali, due November 3rd.
 Tanyo Maru (American line), due Nov. 6th.
 Tashima Maru (Hamburg line) due Dec. 5th.
 Tanyo Maru (Hamburg line), due November 6th.

SHIPPING MOVEMENTS

The s.s. Idomeneus (Blue Funnel line) left Shimoda on the 28th inst. for Liverpool, via Marseilles and Havre, for Hongkong. The vessel is due here on November 1st, and will sail, as above, on November 2nd, at daylight.
 The R.M.S. Empress of Japan arrived at Kobe on October 28th, left there on October 29th, and is due at Nagasaki on October 30th.

CHURCH SERVICES

St. John's Cathedral, Hongkong, 12nd Sunday after Trinity, October 31st, 1920.
 Holy Communion (7:30 a.m.), Matins (11 a.m.), Responses, Ferial, Venice, Macdaren (33rd); Psalms, 118 (as set); Te Deum, Turle, Goss, Turle (27th evening); Benedictus, Barby, Anthem, "God shall wipe away all tears." Field, Hymn, 437 (3rd time and as set). N.B.—Psalms 118, verses, 1, 5, 10, 15, 19, 24, 29 in union. Litany (12 Noon). Evening (6 p.m.) Responses, Ferial; Psalms, 118 (Turle), Goss (137); Magnificat, Smart; Nunc Dimittis, Wesley; Hymns, 217, 335, 425. (1313)

UNION CHURCH (Kennedy Road)

Sunday, October 31st.

Services conducted by Rev. G. J. Williams.
 11 a.m. Order of Service—
 Hymn 343; Invocation and Lord's Prayer; Hymn 10; Lesson, The Revelation of St. John ch. XIX; Hymn 425; Prayer; Notices and Offertory; Hymn 89.
 Sermon: "The Meaning of the Apocalypse." (In the light of modern Christian Scholarship.)
 Scarcely any book of the Bible has been the victim of such fantastic interpretations as "The Revelation of St. John." Many have come to regard this Book as the Sphinx Riddle of the Bible. But scholarly investigation has solved the riddle. The aim of the Sermon will be to show why the Book was written, and what is its general meaning. "Hallelujah Chorus" rendered by the Organ. Benediction.
 8 p.m. Order of Service.
 Hymn 343; Invocation and Lord's Prayer; Scripture, Romans VII. Solo, "As pants the hart" (Spohr); Mrs. D. J. Brown; Prayer; Notices and Offertory; Hymn 248.
 Sermon: "The Problem of our Duplex Personality."
 We are, says Francis Thompson, "a composite of Heaven and mire." St. Paul, St. Augustine, John Bunyan, Count Tolstoy, and many others, have written concerning thus strange double self of ours. The aim of the Sermon will be to stimulate the growth of the higher, as against the lower self.
 Hymn 352. Benediction. (1314)

CHURCH OF ENGLAND MILITARY SERVICES

SUNDAY, OCTOBER 31st, 1920.

8 a.m. Holy Communion, Chaplain's Room.
 9.45 a.m. Parade Service, St. John's Cathedral.
 11 a.m. Parade Service, Mt. Austin Barracks.
 5.45 p.m. Evening Service, Hospital, Bowen Road.
 6.45 p.m. Evening Service, Chaplain's Room. (1705)
 First Church of Christ, Scientist, MacDonnell Road. Sunday, 11.15 a.m. Wednesday, 5.30 p.m. (1337)

WEATHER REPORT

October 29th, at 11.42.—No returns from Japan.
 Pressure has decreased moderately at Vladivostok, and increased slightly elsewhere.

The anti-cyclone remains stationary and fresh monsoon will prevail along the China coast, and over the north part of China Sea.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 98.97 inches against an average of 80.42 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	(S.E. winds, fresh; fine)
Forouca Channel	(North winds, strong)
South coast of China between Hongkong and Lamooka	The same as Hongkong and Lamooka. No. 1.
South coast of China between Hongkong and Hainan	The same as Hongkong and Hainan. No. 1.

SUNRISE AND SUNSET IN HONGKONG

Date	Sunrise	Sunset
October 30	6.33	5.47
31	6.27	5.48
November 1	6.23	5.48

C P O S

HONGKONG TO VANCOUVER

From	Arrive	Depart
EMPEROR OF JAPAN	Nov. 8	Nov. 30
EMPEROR OF ASIA	Nov. 18	Dec. 6
EMPEROR OF RUSSIA	Dec. 16	Jan. 3
EMPEROR OF GERMANY	Dec. 31	Jan. 13
EMPEROR OF AFRICA	Jan. 19	Feb. 9
EMPEROR OF JAPAN	Feb. 10	Feb. 23
EMPEROR OF RUSSIA	Mar. 15	Apr. 5
EMPEROR OF ASIA	Mar. 31	Apr. 18
EMPEROR OF GERMANY	Apr. 7	May 1
EMPEROR OF RUSSIA	Apr. 23	May 16

For further information apply to HONGKONG OFFICE CANADIAN PACIFIC OCEAN SERVICES

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched November 4th.

TO SINGAPORE PENANG AND BELAWAN DELI

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA-MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(KILLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

Ship	Via Suez	7th Nov.
"TYDEUS"	via Suez	29th Dec.
"ROMEO"	via Suez	6th Jan.
"LAOMEDON"	via Suez	

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG. HONGKONG AND CANTON. REISS & CO., CANTON.

NOTICE TO CONSIGNEES

The Steamship "MUNCASTER CASTLE" FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Oct. 31st. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Nov. 3rd, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before Nov. 13th, or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on Nov. 3rd, at 10 a.m., by Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD.

Hongkong, October 28th, 1920. (1703)

SEAMEN'S INSTITUTE.

21, PRATA EAST, HONGKONG.

FOR the use of all Men of the Maritime Forces and H.M. Navy.
 Reading and Writing Rooms, Billiard Room, Officers' Room, G.O.'s Room, Restaurant, Concert Hall, Church.
 Private cabins and beds in Dormitories. Motor Launch "Dayspring". (79)

ON ALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1920.

With Index. Price \$7.50.
 To be sold at the HONGKONG DAILY PRESS Office.

S.S. "CORDILLERE"

NOTICE

COMPAGNIE DES MESSAGERIES MARITIMES

CONSIGNEES of Cargo from MARSEILLE in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk, into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after Oct. 31st, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Nov. 3rd, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas on Monday, Nov. 1st, at 10 a.m.

No Fire Insurance has been effected. B. BODENFUSER, Acting Agent.

Hongkong, October 28th, 1920. (1683)

LONDON BUYING AGENTS

We offer you our services as buying agents for British or Continental goods. Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods giving our customers all the advantage of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.

KEYMER, SON & CO.,
 15, WHITEHALL, LONDON.
 Telegrams: "Keymer, London," Est. 1844. (3)

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES

Regular Sailings to

NEW YORK & OR BOSTON

via Suez or Panama Canal at Owners' Option.

S.S. "MUNCASTER CASTLE" sailing on 16th November.

LLOYD TRIESTINO

For SHANGHAI

S.S. "BERSIA" sailing about 5th Nov.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO

S.S. "AFRICA" sailing on 9th November.

S.S. "BERSIA" sailing about 8th December.

Passengers' Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

(Regular Services between)

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "HOKUTO MARU" sailing on 9th Nov.

For JAVA

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CAIRO, JETTA.

In conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFROAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

110

N. Y. K.

NIPPON YUSEN KAISHA

(NIPPON YUSEN KAISHA, LTD.)

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports

Cargo to Owerland Europe U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYAMA MARU	Monday	15th Nov.	at 11 a.m.
TOYOHASHI MARU	Friday	29th Nov.	at 11 a.m.
FURUSHI MARU (omitting Manila)	Tuesday	14th Dec.	at 11 a.m.
KATORI MARU	Tuesday	29th Dec.	at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

KITANO MARU	Friday	15th Nov.	at 11 a.m.
UNABA MARU	Friday	29th Nov.	at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU	Friday	19th November
LIMA MARU	Monday	13th December

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore End of November.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

AKI MARU Monday, 15th Nov., at 11 a.m.

TANGA MARU Wednesday, 22nd Dec., at 11 a.m.

NEW YORK via Suez.

TSUYAMA MARU Saturday, 13th Nov.

SOUTH AMERICAN PORTS via CAPE.

HAKODATE MARU sailing from Singapore Beginning of Dec.

BOMBAY & COLOMBO via Singapore.

CALCUTTA & RANGOON via Singapore & Penang.

SEINSEI MARU Saturday, 6th November

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGA MARU Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU Saturday, 20th Oct., at 11 a.m.

TAIAN MARU Sunday, 7th November

YEBOSHI MARU Wednesday, 10th November

IYO MARU Monday, 15th Nov., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 225 & 232. S. YASUDA, Manager.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 10,200 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Oct. 31st Dec. 4th Nov. 6th

An unsurpassed high-class passenger service.

C. T. SUBRIDGE, Acting Freight and Passenger Agent,

Princes Buildings, Ice House Street.

Telephone, Passenger Dept. 1904. Telephone, Freight Dept. and Agent 2141.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

S.S. "MONTROSE" ... 15th Nov.
Subject to change without notice.**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA
JULIAGA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents**"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.**

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM ... S.S. "BLOEMFONTEIN" ... 29th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to Messrs & Co., CANTON.

THE BANK LINE, LTD.
General Agents.**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI & TIENTSIN	"TEAN"	On 30th Oct. 4 P.M.
SWATOW and BANGKOK	"CHUAN"	On 2nd Nov. 10 A.M.
AMOI, SHANGHAI & FUKOW	"SHANTUNG"	On 2nd Nov. 4 P.M.
ANTUNG	"PAKHUI"	On 2nd Nov. 4 P.M.
SHANGHAI	"HUNTING"	On 4th Nov. Noon
SHANGHAI, CHEFOO & TIENTSIN	"HUICHOW"	On 4th Nov. 4 P.M.
SHANGHAI and TIENTSIN	"TINGCHOW"	On 6th Nov. 4 P.M.
MANILA, CEBU & HOLLAND	"TAMING"	On 6th Nov. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS, and CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all
Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow
For Freight or Passage apply to—

Telephone 32.

BUTTERFIELD & SWIRE, Ltd.
Agents.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class, Coast Steamers having good
accommodation for First-Class Passengers Electric Light and Fans in staterooms
of Saloons and Excellent cuisine.

FOR

**SWATOW, AMOI AND FOCHOW
AND RETURN.**

(Occupying 5 to 10 Days)

"HAIKONG" ... Capt. A. E. Stewart TUESDAY, 2nd Nov., at 12 Noon.
"HAIKONG" ... Capt. W. C. Patterson FRI. 5th Nov., at 12 Noon.
"HAIKONG" ... Capt. J. S. Thomson TUESDAY, 9th Nov., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LARRAIE & CO.,
General Manager.**LOS ANGELES PACIFIC NAVIGATION COMPANY**

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Due	Leave	Arrive	Leave	Arrive
S.S. VINIA	Nov. 4th	S.S. VINIA	Nov. 7th	
S.S. WEST HIRA	Nov. 30th	S.S. WEST HIRA	Dec. 2nd	

Through Bills of Lading to all U.S. and Canadian Overseas Ports no Transshipment en route
Shipments connection with the Baltimore, Baites Fe and Southern Pacific RailroadsHead Office—Los Angeles, Calif.
Branch Office—Kobe, Shanghai,
Manila, Singapore.
Hongkong Office—Prince of Wales, Chater Rd.
Tel. No. 1023.
CHAS. E. RICHARDSON
General Agent for South China**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &****AUSTRALIAN LINES**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NOVARA"	6,900	12th Nov.	Marseilles, London & Antwerp
"DILWARA"	6,400	15th Nov.	Singapore, Colombo & Bombay
"NELLOR"	6,853	23rd Nov.	Marseilles, London & Antwerp
"SOMALI"	6,712	10th Dec.	do
"DEVANHA"	8,100	17th Dec.	do
"SICILIA"	6,702	21st Dec.	do
"FLASSY"	7,248	21st Jan. 1921	do

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" ... 7,000 ... 16th Nov. ... Calcutta via Spore, Pang & R.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	30th Oct. Noon	Sandakan, Thursday Island.
"KANOWNA"	7,100	29th Nov.	Cairns, Townsville, Brisbane.
"ST. ALBANS"	4,800	22nd Dec.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TAKADA"	7,000	27th Oct. Noon	Shanghai & Japan
"JAPAN"	6,000	1st Nov.	Shanghai & Japan
"DILWARA"	6,400	4th Nov.	Shanghai Only
"SOMALI"	6,700	4th Nov.	Shanghai & Japan
"KANOWNA"	7,000	12th Nov.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Telegrams Interchangeable.
1st Saloon Passengers may travel by R.I.S.E. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.
Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 31½ x 22½ x 12½ will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.

Any damaged packages must be left in the Godowns for examination by the
Consignee, and the Company's Surveyors, Messrs. GOSNOLD & DOUGLAS, at 10 A.M. on
MONDAYS and THURSDAYS. All Claims must be presented within ten days
of the Steamer's arrival here, after which date they cannot be recognized. No Claims
will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

**O. S. K.
OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"ANDES MARU" ... Monday, 8th Nov.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE.

"TAKOMA MARU" ... Tuesday, 9th Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" ... Saturday, 30th Oct.

"SIAM MARU" ... Thursday, 18th Nov.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"HAIKONG MARU" ... Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Fiji Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Seattle and Shanghai—Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND PORTS U.S. in connection with

Chicago Milwaukee and St. Paul Railway.

"HAWAII MARU" ... Wednesday, 10th Nov.

"AFRICA MARU" ... Friday, 26th Nov.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Cuba Ports.

"HAGUE MARU" ... Saturday, 13th Nov.

NEW ORLEANS LINE.

"SUMATRA MARU" ... Beginning of Dec.

JAPAN PORTS—Moj, Kobe, Yokohama & Yokosuka.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"KAIJO MARU" ... Monday, 1st Nov.

TAKAO via SWATOW & AMOI. ... Saturday, 30th Oct.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.
Tel. Nos. 744 & 745.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"CHANGSHA"	7th Dec.	13th Dec.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried.
Refrigerated Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421]

**T. K. K.
TOYO KISEN KAISHA**

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	23,000	Nov. 13rd.
PRESA MARU	9,000	Dec. 2nd.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALON
CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE

Through by TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	14,000	Nov. 20th.
TOKUYO MARU (Cargo only)	17,500	Dec. 9th.
KIYO MARU	17,500	Jan. 10th, 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Managers,
King's Building.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Departure	Sailing Date
SHANGHAI, KORE & YOKOHAMA	"GHILL" ... 16,000 ... "AMAZON" ... 10,000 ... "ANDRE LEROY" ... 22,000 ...	On or about 15th Nov. On or about 23rd Nov. On or about 15th Dec.

MARSEILLES via
SAIGON, HONG
KONG, COLOMBO,
DIBOUT, SUEZ
PORT SAID

"PORTHOS" ... 20,000 ... On or about 10th Nov.

* calling at Haiphong.

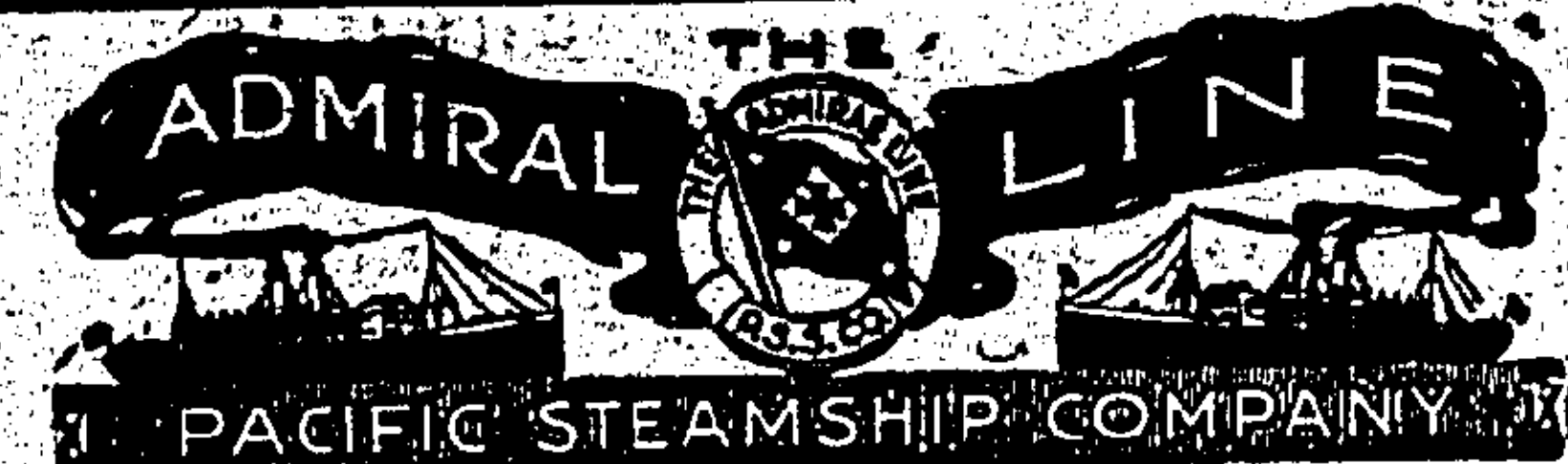
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER.

Acting Agent,
Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

(Calling at Shanghai and Hongkong)

"CITY OF SPOKANE" ... About Nov. 25th.

For PORTLAND direct.

"ARBORES" ... (Calling at Kobe and Yokohama) ... About Oct. 31st.

For NEW YORK

"ELDERA" ... About Nov. 5th.

Through Bills of Lading issued to Overland Commerce points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, House, MANUL CO.

PACIFIC MAIL S.S. CO.**U.S. MAIL LINE**

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Nov. 2nd, 1920.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

S.S. "JACOB" ... Sailing Monday, November 1st, 5 P.M., for Saigon & Etc.

Cargo accepted on through Bills of Lading to all points in the United

States and Canada, also through Bills of Lading to Baltimore, Havana, Central and

South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mandarin

Cable address "SOLARCO"

Telephone 141.

